

THE MORGAN CITY

First Authentic Account
of the Wreck.American Reputation for Bravery
and Discipline in Time of Dar-
ger Was Fully Sustained.

The United States transport Morgan City has been wrecked on the shores of the Inland Sea at a spot some ten miles distant from the town of Onomichi, which is equidistant between the well-known Japanese ports of Yokohama and Nagasaki. A disaster which might have been a dramatic tragedy of the war, the loss of the ship, owing to favorable circumstances, has been unattended with any serious loss of life or scene of panic such as often-times accompanies the sinking of a great ocean vessel crowded, as was the Morgan City, literally to the coamings of the hatches with human beings. The manner in which the disaster has been saved from leaving the slightest stigma on the name of American soldiers looking death in the face is quite level with the reputation they have achieved and retained throughout their nation's present war troubles.

The Morgan City left San Francisco on August 10, carrying 900 officers and men of the United States regular army with 62 of a crew. The regiments represented in this large augmentation of the army in the Philippines are the Third, Fourth, Fourteenth, Eighteenth, Twenty-first, Twenty-third, Twenty-fifth, Fourth Cavalry and one company of the signal corps. Major Wittich is in command of the troops. First Lieutenant Casler is the managing commander of the ship, and Captain Doris is in full command. Arriving at Kobe on Friday evening, direct from San Francisco, the Morgan City lay an hour there before proceeding on her voyage. Her course was through the Inland Sea to reach Nagasaki, where she was due to ship coal and water. A pilot was taken from Kobe, and it is stated in explanation of what befell the vessel that the pilot had been on duty without sleep for thirty-six hours on and previous to taking charge of the Morgan City.

The night 'twixt Friday and Saturday proved dull, foggy and rainy as midnight passed. The difficulties in the navigation of the Inland Sea were, however, safely passed for some hundred or so miles of the way. The ship's striking occurred at about 3:40 on Saturday morning, when, as stated, the transport was within eight or ten miles of being abreast of Onomichi. The signal of her danger was conveyed to the guard on duty by the sounding of the "slow" and "full speed astern" gongs. As it afterwards appeared, the ship was discovered to be working for the point of an island, on striking which, according to the calculation of the pilot, so it is stated, she would have ripped open her side and sunk at once in deep water, with what result to the vast ship's company can easily be imagined. It was seen that it was impossible to clear the point, so the helm was put up hard a-port and as speedily as it might. The effect of porting the helm, it was seen, would be the ripping open of the vessel's side as described. The course decided on to save this catastrophe was that of keeping the ship's head straight on to the land with the order previously given of course for full speed astern. The transport took the land with a heavy jar which awoke everybody on board and indicated that her speed must have been but about half reduced from the time the order for full speed astern was given. The grounding brought the troops on deck at once, but from all accounts there was neither confusion nor panic, nor even great alarm, from the time the ship first struck to the time when the shipwrecked men bivouached under shreds of her canvas on the beach. The officers would be directing their men simply to obey orders, there being no immediate danger or call for excitement. These orders were taken in the spirit in which they were given and were generally observed. The land was easily seen from the ship's deck, the vessel being, in fact, to all appearance right on top of the rocks lining the shore of the island.

An examination forward with the view of determining the state of the vessel was the first step. It was found that she was not making water, and it was decided to attempt to get her back to deep water again. The engines were set to full speed astern and to aid this movement the troops were shifted from port to starboard and starboard to port alternately several times, so that the swing thus induced in the hull of the ship might assist in working her off her position on the rocks. This was finally accomplished in about an hour's time, and the big transport with her great human freight came smoothly into deep water again. The case proved the worse for the shift, however. It was speedily discovered that she now made water forward at a great rate, the shifting of the hull from its previous elevation having apparently left open a rip in her plates. So quickly was she now filling, in fact, that in only a short time nine feet of water was reported forward. It was evident to the officers that the vessel must go down at very short notice, and the decision was taken to head her straight for the sandy beach on the starboard side—several miles across the intervening channel. All the way to this beach the ship was drawing down lower into the water. She lowered so quickly indeed that she was soon flooded forward, and in a short time her stoke hold and engine room were flooded, the fires being therefore drowned out. At the same time the water got among the bunker coals on one side, the result being that the vessel was just on her last inches above water as she reached the sand.

During this time there was no undue commotion or confusion, the previous good order and discipline prevailing to the end. The vessel got upon the sand and left sufficient free-board to ensure present safety for those on board. Meantime, while way was being made toward the shore, the boats had been got out, signals of distress shown, and a crowd of Japanese boats brought along. By the time the transport was on the land a second time it was daylight and the landing of the men, which was at once commenced, was got into operation under the most favorable conditions. The crowds of native boats which had come along to offer assistance were utilized along with the ship's own boats. The whole ship's company numbering close on a thousand in all were on shore in a few hours. In the next few hours the ship went heavily to one side. This, however, did not prevent the removal of a large quantity of stores, detachments of the men being detailed off to bring these ashore. It was in connection with this salvage work that the only casualty which has occurred in the loss of the ship took place. Toward 3 o'clock in the afternoon, when a number of the men were in the between decks and elsewhere throughout the vessel she suddenly began to slip into deep water. The men had barely time to save themselves before the hull was completely submerged. As she then lay the transport showed above water only a small part of her bow, the upper section of the masts and of her funnel. This ended the matter so far as the ship was concerned. The men on shore were receiving the best of treatment from the Japanese, and as they were able to utilize the ship's canvas for shelter and the ship's stores, so far as saved, for food, they made out, on the whole, very well. It remains to mention that the Yoshino Kan, flagship of the Japanese squadron, offered any assistance desired in the way of medical aid, while the petty officers of the ship made up a present of tobacco for each of the petty officers and soldiers of the troops on board the Morgan City. Regarding the supposed casualty the facts are that on the roll being called when matters were in some sort arranged on shore it was found that one man was missing. It is supposed that he had gone down with the ship when she finally sank.

In addition to the other manifestations of interest and sympathy it ought to be mentioned that the Japanese Red Cross Society sent along a supply of eggs sufficient to put three round to every man. Further supplies of tobacco were forthcoming and the police made such arrangements as prevented any interference or undue crowding by the people, who came to the scene in great crowds.

KAILUA HELPED
To Celebrate the Hack-
feld Anniversary.Kona People Entertained at a Ban-
quet—Those Present and What
They Said and Did.

The H. Hackfeld & Co. fiftieth anniversary was not omitted at Kailua, Kona, where the company has a large and flourishing wholesale establishment. The hosts and representatives of the firm, Messrs. Castendyk, Humburg and Hall, did themselves great honor in the beautiful decorations and bounteous repast which was served on the cool and breezy lanai of the store. The gentlemen in charge drew upon the resources of Kona, and the tables groaned with good things.

An excellent Hawaiian orchestra discoursed exhilarating music and singing. This, with impromptu speech making, songs and toasts, made the time fly quickly into the "wee ama" hours. Among the toasts responded to were: "Our Hosts H. Hackfeld & Co.," responded to by J. C. Lenhardt and J. Kaelemakule, the latter being in the employ of the Hackfelds forty-five years ago, when only eight men were employed by the firm; the reminiscences were very much enjoyed by the company present; "The Ladies, God Bless Them," and "The Business Interests of Kona" were not forgotten in the eloquence which flowed from the guests present.

A large number of gentlemen were invited from North and South Kona, but many were detained on account of sickness or the court at Kohala. Among the guests present who enjoyed the hospitality of H. Hackfeld & Co. were: John A. Maguire, J. C. Lenhardt, F. W. Bartlett, W. D. Wayne, Ed. Patton, J. Cooper, M. F. Scott, L. S. Aungst, H. Willgeroth, W. J. Kane, H. Greenwell, R. Wallace, C. K. Towt, Dr. Achery, S. C. Beddell, Alex. Lindsay, John Kaelemakule, Thos. Ali, John Greig, F. Bucholtz, A. Humburg, C. B. Hall, Chr. Castendyk.

All present expressed the wish that "Our Hosts" shall continue to prosper and celebrate the hundredth anniversary and that all guests present may join in the centennial of H. Hackfeld & Co. in Hawaii Nei.

A GUEST.

A FAIR PROPOSITION.

"Are you able to support my daughter?" asked the old gentleman. "You know, she has pretty expensive tastes, and I don't mind saying that the burden has been pretty hard for me at times."

"That's just the point," exclaimed the prospective benedict. "If I marry her we can divide the expense."—Chicago Post.

WHY EXPERIMENT ON YOURSELF. With remedies of doubtful utility, when you can get Chamberlain's Cough Remedy, which has stood the test of time? Twenty-five years' sale and use have proven that remedy to be a prompt and certain cure for colds. It will cure a cold in a day if taken as soon as the cold has been contracted and before it has settled in the system. Sold by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

INSULT TO JAPAN

Queensland's Exclusion
of Her LaborersProtest to the United States Against
Enforcement of Coast Trade
Prohibition Law.

The following items of interest are taken from Japanese exchanges received on the Gaelic:

The Japanese residing on Thursday Island have formed an association for the purpose of protesting against the action of the Queensland Government in interdicting the immigration of Oriental laborers. The association has forwarded a strongly worded representation to the Foreign Office in Tokyo, insisting that the step taken by Queensland is an insult to Japan, and that negotiations should be immediately opened with the British Government on the subject.

At the provisional general council of the Tokyo Chamber of Commerce on the 5th inst., it was decided that the United States Government should be asked not to extend the Coast Trade Prohibition Law to Hawaii and the Philippines. An amendment by Mr. Suenoku that the American Government be asked not to follow a protective policy vis-a-vis the Far East, was lost. It was decided that Mr. Shiraishi should be dispatched from San Francisco to Philadelphia as the representative of the chamber, and a committee was appointed to consider the question of the continuance of State aid to the Yusen Kaisha.

From Kamada in Echigo comes a report that a kerosene spring of great power and volume has been tapped by a boring made at the works of the Zowo Sekiyo Kaisha. Using a newly imported machine, the boring had been carried to a depth of 309 feet on the 29th ultimo, when suddenly a jet of oil spouted to a height of 35 feet. On the 31st the boring having been continued to 318 feet, there was another and still more violent outburst, and since that time the well has spouted regularly once an hour to a height of 60 feet.

A new emigration company under the name of the Pacific Emigration Company (Taiheyo Imin Kaisha) has been organized at Kobe and its inauguration was celebrated in the Otowa Kadan, Hyogo, on the evening of the 6th inst. The principal field of the working of the new company is said to be British Canada, Peru, Brazil and the South Sea Islands.

It is well known that a considerable quantity of oranges is yearly sent out from Kishu and Senuhu to other parts of the Empire. According to the Osaka Asahi, last year 220,000 boxes from Kishu and 120,000 boxes from Senuhu were sent by rail to the northeastern provinces. It is reported that the crop this year in the two orange-growing districts is exceptionally good, and the quantity exported from the two districts will amount to 280,000 and 170,000 boxes respectively.

Mr. Otani, the chairman of the Yokohama Chamber of Commerce (Japanese), who proceeded to America recently to be present at the International Commercial Conference to be held at Philadelphia, will recommend that the Trans-Pacific telegraph cable should be completed without delay. A memorial to this effect has been already sent by mail.

THE WORD

Of a Honolulu Citizen About
Doan's Backache Kidney Pills.

Can this be so? Is it true? These are the questions which every man and woman in Honolulu suffering the torture of kidney disease asks as they read the published accounts in newspapers about medicines which claim to cure it. Whatever the conclusion arrived at, touching the truth of these cures, they can't doubt the following for it took place in Honolulu and the experiences are those of a representative citizen:

Mr. Cyrus S. Edison of Kapiolani Park, this city, says:—"I am at present a teamster and came to the Islands 15 years ago. Previous to that I drove a stage coach in the United States. These occupations, necessitating my being out at all seasons, were no doubt the cause of my kidney disorder. I had the ordinary symptoms of this complaint, and resorted to a host of things to cure it. All of them failed to do so, however, and when I had almost given up hope I heard about Doan's Backache Kidney Pills and got some at the Hollister Drug Co.'s store. They did indeed relieve me and I am quite satisfied with the benefit they have been to me."

Doan's Backache Kidney Pills are for sale by all dealers, price 50 cents per box (six boxes for \$2.50). Mailed by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

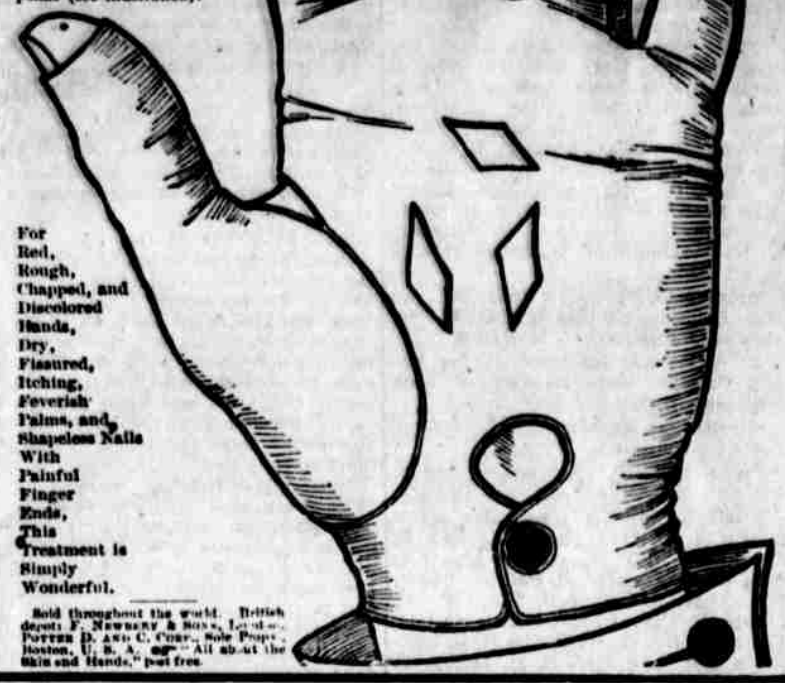
Seamen's Club.

The manager of the Seamen's club desires to return thanks for donations of reading matter, etc., as under: C. Hustace, Jr., appropriate pictures; Consul General Howe, foreign newspapers; Honolulu Library, foreign papers; Prof. Berger German newspapers; Wall, Nichols Co., periodicals, magazines, etc.; Honolulu Daily Press office, local newspapers.

It is said that the big cattle-range proprietors on Hawaii are to combine on the same general basis as the local combination.

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IN A
SINGLE
NIGHT

Bathe and soak the hands in
retting in a strong, hot, creamy
lather of CUTICURA SOAP.
Dry them thoroughly, anoint
freely with CUTICURA, great-
est of emollients and skin cures.
Wear, during the night, old,
loose gloves, with the finger
ends cut off and air holes cut in
palm (see illustration).



For Red, Rough, Chapped, and Discolored Hands, Dry, Flamed, Itching, Feverish, Pains, and Shapeless Nails With Painful Finger Ends, This Treatment is Simply Wonderful.

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OF EVERY DESCRIPTION.

Have constantly on hand the following goods adapted to the Island trade:

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FISH GUANO, WOOL DUST, ETC

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The manures manufactured by the CALIFORNIA FERTILIZER WORKS are made entirely from clean bone treated with acid, Dry Blood and Fish, Potash and Magnesia Salts.

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to Cod Line and Lead Lines.

All sorts of galvanized ship and boat hardware such as

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mast heads and about everything that is needed between these

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SALTS, ETC., ETC., ETC.

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LIFE. Established 1836.
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are prepared to insure risks against
fire on Stone and Brick Buildings and
on Merchandise stored therein on the
most favorable terms. For particulars
apply at the office of
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OF BERLIN.Fortuna General Insurance Co
OF BERLIN.The above Insurance Companies
have established a general agency here,
and the undersigned, general agents,
are authorized to take risks against
the dangers of the sea at the most reason-
able rates and on the most favor-
able terms.
F. A. SCHAEFER & CO.,
General Agents.General Insurance Co. for Sea,
River and Land Transport,
of Dresden.Having established an agency at
Honolulu and the Hawaiian Islands,
the undersigned general agents are au-
thorized to take risks against the dan-
gers of the sea at the most reasonable
rates and on the most favorable terms.
F. A. SCHAEFER & CO.,
Agents for the Hawaiian Islands.TRANS-ATLANTIC FIRE INS. CO.
OF HAMBURG.

Capital of the Company

and reserve, reinsurance

companies 101,650,000

Total reinsurance 107,650,000

North German Fire Insurance Co-
OF HAMBURG.

Capital of the Company

and reserve, reinsurance

companies 35,000,000

Total reinsurance 43,830,000

The undersigned, general agents of
the above two companies, for the Ha-
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Buildings, Furniture, Merchandise and
Products, Machinery, etc.; also Sugar
and Rice Mills, and Vessels in the har-
bor, against loss or damage by fire,
on the most favorable terms.

H. HACKFELD & CO., Limited.

North British & Mercantile Insurance Co

TOTAL FUNDS AT 31st DECEMBER, 1899.

£11,050,000.

1-Authorized Capital, £3,000,000

Subscribed 2,750,000

Paid up Capital 427,500 0 0

2-Fire Fund 2,750,000 7 11

3-Life and Annuity Funds 2,000,000 17 11

£11,050,000 5 10

Revenue Fire Branch 1,550,540 5 8

Revenue Life and Annuity

Branches 1,415,242 18 8

£2,965,782 6 11

The Accumulated Funds of the Fire and Life

Departments are free from liability in respect

of each other.

ED. HOFFSCHLAGER & CO.

Agents for the Hawaiian Islands.

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AND

STEREOTYPES

AT THE GAZETTE OFFICE.